

Exhibit C

Quotes on Rail

“I want to be able to make a decision to move forward with a solution to provide commuter rail service up the Burlington Northern corridor. We have attended meetings with city and state elected officials to come up with a plan that will allow us to bring rail to Frisco without taking away all the funds that are currently being used by our Economic and Community Development Corporations. Just building more roads will not solve our traffic congestion and air quality issues.” Mayor Simpson – January 2006 Frisco Style

“This agreement would provide cities that have a portion of their sales tax committed to rail, to have it exempted from the current 8.25% total sales tax. It would also allow a city like Frisco to increase its sales by as much as 1% to obtain rail and a city like Plano to have an additional 1% for economic development or other uses. In Frisco’s case, we may be able to only go up .5% and provide an additional .5% from another method. Never before have so many cities, counties, Chambers of Commerce and regional organizations come together in a total support of this plan. The approval of the proposed legislation would require a local option election in each city, so it would still be up to our citizens to vote to have the additional sales tax to support rail. We are simply asking our state legislators to give us the opportunity to have these elections. With the support of their mayors and councils, I have been representing the cities of Frisco, Allen, Fairview, Melissa, McKinney, Murphy and Wylie. These cities and their Chambers support this approach. We will aggressively seek the support of our legislators.” Mayor Simpson – May 2007 Focal Point



Commuter rail moves full steam ahead toward Frisco

By Ann Marie Shambaugh, Staff Writer

(Created: Wednesday, October 1, 2008 11:44 AM CDT)

Frisco could be a commuter rail destination in as little as five years, but officials say finding the tens of millions of dollars to fund the project could set the best scenario timeline off track.

The city is working with other municipalities along the Burlington Northern Santa Fe rail line to study the possibility of using it for commuters. Officials are concurrently working with the North Central Texas Council of Governments on the Rail North Texas project, which would add hundreds of miles of rail in the Dallas-Fort Worth area at an estimated

cost of \$9.6 billion.

"If we can find some way to raise the money, it would sure make [bringing rail to Frisco] a lot more doable in the near future," City Manager George Purefoy said.

NCTCOG created Rail North Texas as an update to previous rail programs to present before the 2009 state Legislature, which will likely have to lay the groundwork for rail by approving some of the funding mechanisms.

"We updated cost estimates and some of the corridor assumptions and took another look at the funding sources that should be considered for the implementation of the rail," NCTCOG Program Manager Chad Edwards said.

Frisco partnered with Carrollton, Farmers Branch, Irving, and Plano in March to create a business plan for a commuter rail line that would connect the cities. Shortly before they planned to issue a request for proposal for a company to conduct the study, NCTCOG announced that it would fund a majority of the study through Rail North Texas.

"I think we're all working toward the same goal of getting a train out there with passengers on it at some point in time," Edwards said.

The Rail North Texas plan would add 251 miles of commuter rail stretching as far as Denton, Waxahachie, and the Texas Motor Speedway. The Frisco line would stretch 19.5 miles from Frisco to Carrollton with an estimated completion date of 2015. If funding is found, NCTCOG estimates the entire project is expected to be complete by 2030.

The agreement between the cities along the BNSF rail line is intended to speed up the development process.

"What the cities wanted to do was to see if they couldn't move the implementation of that line along faster and get it done sooner than what we've been anticipating or trying to do with Rail North Texas," Edwards said.

Several funding options are available, according to the Rail North Texas plan, including parking fees at rail stations, public private partnerships, federal grants, sales or gas tax increases, and new resident impact fees.

Cities with economic development and community development corporations could also dissolve those groups and use the freed up taxes for rail, but that decision comes with consequences.

"I fall on the side that it's better to bring jobs here rather than paying for a rail system to take people somewhere else to work," Purefoy said.

Using the existing BNSF rail line is likely the least expensive option, but Purefoy did not rule out other locations or developing a monorail.

If the BNSF rail line is used as a commuter rail, the Frisco stations would likely be between State Highway 121 and Town-N-Country Boulevard, near downtown along Main Street, and near U.S. Highway 380.

Some neighboring communities are hoping it doesn't stop there. Officials in Celina already envision a commuter line eventually running through their town.

"We do have the rail running through the center of town ... and we'd love to see that happen someday," Celina Mayor Jim Lewis said.

For now, Lewis said he does not know how many Celina residents would be interested in

using a commuter rail, but he believes it will eventually reach the city.

Purefoy said that many of Frisco's employment centers are several miles away from the proposed rail line, but other business clusters may grow with the rail.

"It's a good alternative, but I don't know that it's going to solve all of our problems at the present time," he said.

As the Rail North Texas plan moves full steam ahead, the three existing transit service providers will be expected to build and operate the new rail lines, with NCTCOG serving as a collector and distributor of funds.

"It's difficult to coordinate with the larger number of agencies that you have," Edwards said. "If we can just collect money and give it out to the counties or the authorities that need it in the right amounts, then we can just use the transit authorities that are already there."

For information on Rail North Texas, visit www.nctcog.org/RNT.

Copyright © 2009 [Star Community Newspapers](#)

624 Krona Drive Suite 170, Plano, Texas 75074 - Contact Star Community Newspapers at 972-398-4200